AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph that begins on page 5, line 10 with the following:

Pinions 22, 24, 26 are secured to input shaft 16, which is supported for rotation on a transmission case. Pinions 28, 30, and 32 are secured to the second input shaft 20. Pinion 28 is in continuous meshing engagement with gear 34, which is journalled on output 12. Pinion 30 is in continuous meshing engagement with gear 36, which is journalled on layshaft 38. Pinion 32 is in continuous meshing engagement with gear 40, which is journalled on layshaft 38. Pinion 24 is in continuous meshing enga ~~first torque transmitting paths for driveably connecting the layshaft to the first input shaft and second input shaft;~~ gement with gear 44, which is journalled on layshaft 38. Pinion 26 is in continuous meshing engagement with gear 46, which is journalled on a second layshaft 48. Reverse pinion 22 is continuously driveably connected to an idler gear (not shown), which in turn is in continuous meshing engagement with reverse gear 42, journalled on layshaft 38.

Please replace the paragraph that begins on page 7, line 4 with the following:

Coupler 60, located between gears 34, 36 and between sprockets 82, 86, releasably connects alternately those gears and sprockets to output 12, and coupler 60 may be disengaged from both gears and both sprockets. Coupler 62, located between gears 36, 40 and between sprockets 86, 90 releasably connects alternately those gears and sprockets to layshaft 38, and coupler ~~60~~ 62 may be disengaged from both gears and both sprockets. Coupler 64, located between gears 42, 44and between sprockets 102, 94, releasably connects alternately those gears and sprockets to layshaft 38, and coupler 64 may be disengaged from both gears and both sprockets. Coupler 66, located between gears 44, 46 and between sprockets 94, 98, releasably connects alternately those gears and sprockets to layshaft 48, and coupler 66 may be disengaged from both gears and both sprockets.